


Truck Test 2014 - technical specifications

| 5 000 kg - 6 000 kg | |
|---------------------------------------|-------------------|
| Model | Isuzu NMR 250 AMT |
| Dimensions | |
| Wheelbase (mm) | 3 345 |
| Body Length (mm) | 3 695 |
| Body Width (mm) | 2 100 |
| Body Height (mm) | 1 900 |
| Masses | |
| Tare Mass (kg) (Incl. Fuel & Crew) | 2 384 |
| Body Mass (kg/m) | 318 |
| Unladen Mass (kg) (Incl. Fuel & Crew) | 3 560 |

| | |
|---|-------|
|  | 1 580 |
| Payload (kg) | |

| | |
|---|-------|
|  | 5 140 |
| Laden Mass (kg) (Incl. Fuel & Crew) | |
| Permissible Vehicle Mass (V) (kg) | 5 200 |

Day 1: Hartbeespoort to Belfast Return - 511 km (Laden)

| | |
|---------------------------------------|------|
| Simulated Speed (km/h) | 74,1 |
| Actual Speed (km/h) | 71,6 |
| Simulated Fuel Consumption (l/100 km) | 13,0 |
| Actual Fuel Consumption (l/100 km) | 11,6 |

Day 2: Hartbeespoort to Gerotek Return - 94,7 km (Laden)

| | |
|---------------------------------------|------|
| Simulated Speed (km/h) | 54,8 |
| Actual Speed (km/h) | 44,6 |
| Simulated Fuel Consumption (l/100 km) | 16,3 |
| Actual Fuel Consumption (l/100 km) | 13,7 |


Day 3: Hartbeespoort to Belfast Return - 511 km (Unladen)

| | |
|---------------------------------------|------|
| Simulated Speed (km/h) | 74,4 |
| Actual Speed (km/h) | 68,7 |
| Simulated Fuel Consumption (l/100 km) | 11,6 |
| Actual Fuel Consumption (l/100 km) | 10,1 |

Overall Results - 1 116,7 km

| | |
|------------------------|------|
| Simulated Speed (km/h) | 72,3 |
|------------------------|------|

| | |
|---|------|
|  | 67,2 |
| Actual Speed (km/h) | |
| Simulated Fuel Consumption (l/100 km) | 12,6 |

| | |
|---|------|
|  | 11,1 |
| Actual Fuel Consumption (l/100 km) | |
| Simulated Payload Productivity ** | 5,2 |

| | |
|---|-----|
|  | 5,2 |
| Actual Payload Productivity ** | |

** Payload Productivity = ((payload (t) x leg1 km / overall km) + (payload (t) x leg2 km / overall km)) x overall km/h / overall l/100 km

Notes:

Isuzu NMR 250 AMT:

Total minutes added for speed violations over the three days = 12 minutes, reducing the average speed from 68 km/h to 67,2 km/h.





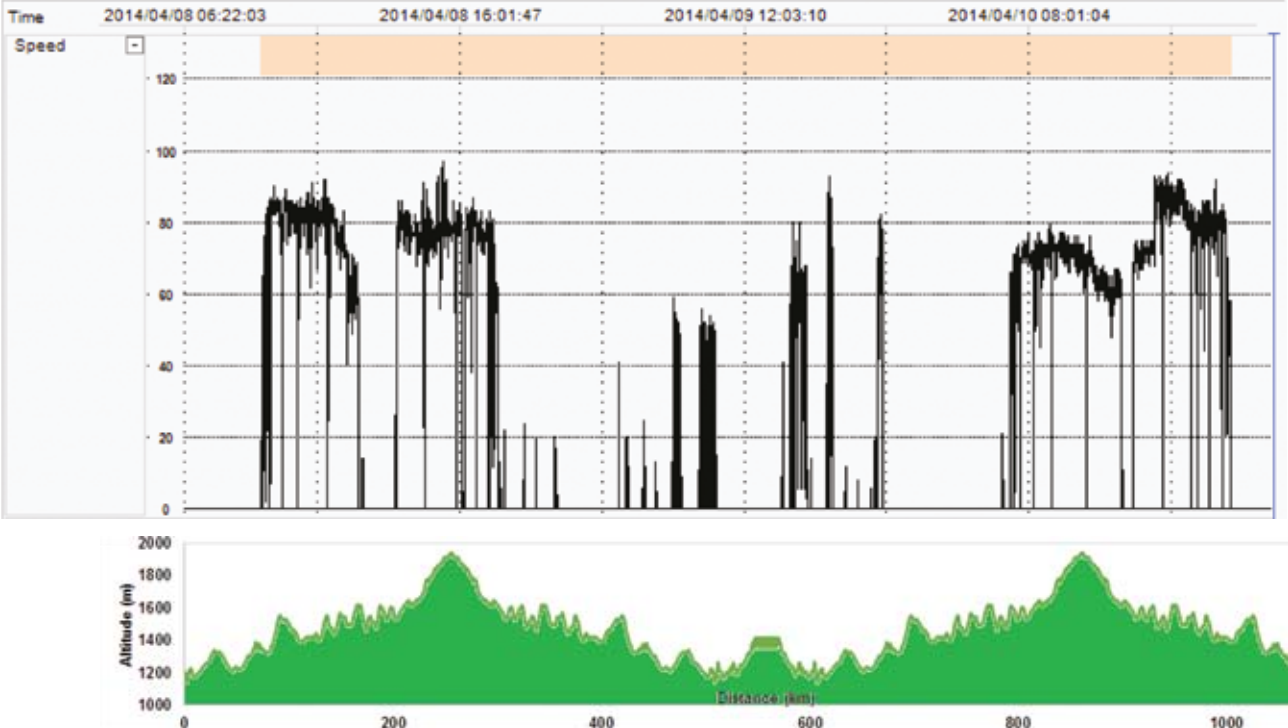
Prescribed route from Engen Hartebeespoort to Belfast and back.



Prescribed route from Engen Hartebeespoort to Gerotek and back.



Isuzu NMR 250 AMT



Truck Test 2014 - technical specifications

6 000 kg - 7 000 kg

| Model | Isuzu NPR 300 AMT | Hino 300 Series 714 |
|---------------------------------------|-------------------|---------------------|
| Dimensions | | |
| Wheelbase (mm) | 3 365 | 3 430 |
| Body Length (mm) | 3 730 | 3 800 |
| Body Width (mm) | 2 100 | 2 100 |
| Body Height (mm) | 1 900 | 1 900 |
| Masses | | |
| Tare Mass (kg) (Incl. Fuel & Crew) | 2 804 | 2 609 |
| Body Mass (kg/m) | 305 | 313 |
| Unladen Mass (kg) (Incl. Fuel & Crew) | 3 940 | 3 800 |



Payload (kg)

2 240 2 780



Laden Mass (kg) (Incl. Fuel & Crew)

6 180 6 580

Permissible Vehicle Mass (V) (kg)

6 200 6 500

Day 1: Hartbeespoort to Belfast Return - 511 km (Laden)

| | | |
|---------------------------------------|------|------|
| Simulated Speed (km/h) | 73,9 | 73,7 |
| Actual Speed (km/h) | 69,1 | 71,2 |
| Simulated Fuel Consumption (l/100 km) | 13,9 | 14,1 |
| Actual Fuel Consumption (l/100 km) | 12,1 | 13,1 |

Day 2: Hartbeespoort to Gerotek Return - 94,7 km (Laden)

| | | |
|---------------------------------------|------|------|
| Simulated Speed (km/h) | 54,3 | 53,1 |
| Actual Speed (km/h) | 43,4 | 46,1 |
| Simulated Fuel Consumption (l/100 km) | 18,2 | 18,5 |
| Actual Fuel Consumption (l/100 km) | 14,5 | 18,5 |

Day 3: Hartbeespoort to Belfast Return - 511 km (Unladen)

| | | |
|---------------------------------------|------|------|
| Simulated Speed (km/h) | 74,4 | 74,3 |
| Actual Speed (km/h) | 67,2 | 70,3 |
| Simulated Fuel Consumption (l/100 km) | 12,3 | 12,1 |
| Actual Fuel Consumption (l/100 km) | 10,4 | 10,7 |

Overall Results - 1 116,7 km

| | | |
|------------------------|------|------|
| Simulated Speed (km/h) | 72,2 | 71,9 |
|------------------------|------|------|



Actual Speed (km/h)

65,3 68,0

Simulated Fuel Consumption (l/100 km)

13,5 13,7



Actual Fuel Consumption (l/100 km)

11,5 12,5

Simulated Payload Productivity **

6,5 8,0



Actual Payload Productivity **

6,9 8,2

** Payload Productivity = ((payload (t) x leg1 km / overall km) + (payload (t) x leg2 km / overall km)) x overall km/h / overall l/100 km

Notes:

Isuzu NPR 300 AMT:

Total minutes added for speed violations over the three days = 13 minutes, reducing the average speed from 66,1 km/h to 65,3 km/h.

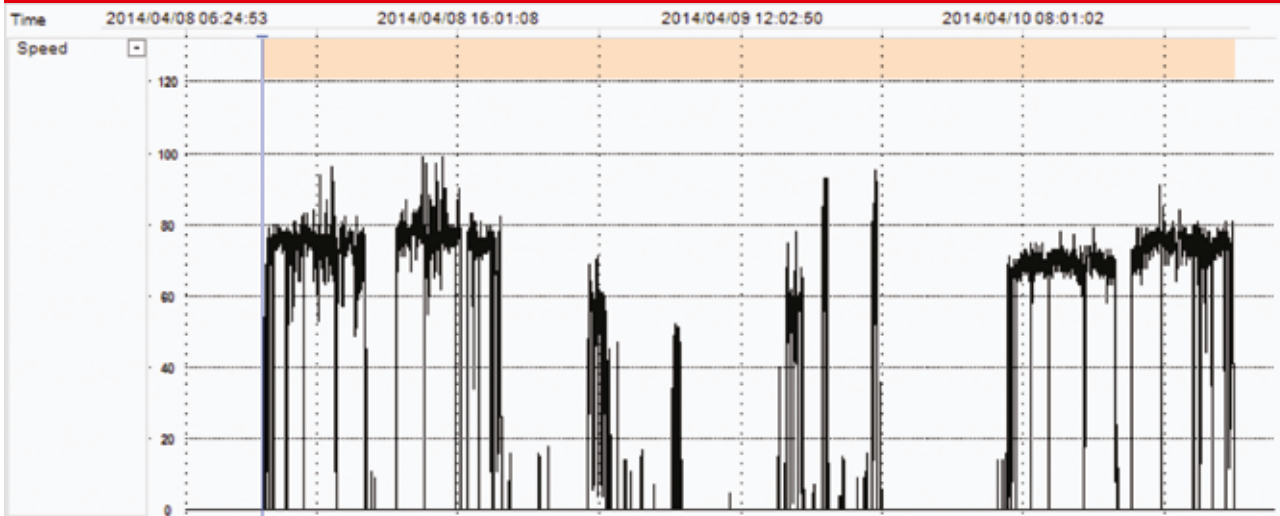
Hino 300 Series 714:

Total minutes added for speed violations over the three days = 26 minutes, reducing the average speed from 69,8 km/h to 68 km/h.





Isuzu NPR 300 AMT



Hino 300 Series 714

